TRANSPARENCY & PRINT TRIM LINE

No.	ROUTE LOCKING RELEASED BY TRACK CIRCUITS	SECS	AFTER SIGNAL OPERATED
2	HR.CT.CU.CV.HS.		9.
	CT.CU.CV.HR.		11.
5	HQ.HP.HR.		12.
	HR.HQ.HP.HS.		(10w(19))
	CT.CU.CV.HP.CS.		(30w29)
	CV.HP.		(32w(8))
6	HR.HQ.HS.		(10w(19))
	HQ.HR.		12.
8	HR.CT.CU.HS.		9.
	CT.CU.CS.		(30w29)40.
	CU.CT.HR.		11
18	HQ.		13.15.16.
19	HQ.		13.15.16.
	CT.		(27w(18))
23	HQ.HP.		(3.4.w(8))
	HR.CT.CU.HS.		9.
	CT.CU.CS.		(30w29)40.
29	CT.		(27w18)
37	HV.		39.
	CQ.HV.		42.43.
38	HZ.		17,36

No.	ROUTE LOCKING RELEASED BY TRACK CIRCUITS	SECS	AFTER SIGNAL OPERATED
2	CV.		26.32
	CV.CU.CT.CS.		40.(30w29)
	CV.HP.HQ		(3.4w(8))
	HP OR (HP) *10	60	14
	HP.HQ.HR		12
	HP.HQ.HR.HS		(10w(19))
18	HS		9.(10w(19))
	CS		40.(30w29)
23	CU.CT.HR		11

Source document updated

Version	Prod	Check
AC-1	TAS	M.B.

Version

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14.8.91 17 REV.

GILLINGHAM ROUTE LOCKING CONTROLS

BRITISH RLYS (Southern Region)
SOUTHERN HOUSE, CROYDON.

Signal & Telecommunications Engineering Dept.

DATE

No.1926B-4

22"x 13"

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